

25X1 INTELLOFAX 14 CLASSIFICATION ~~CONFIDENTIAL~~ Approved For Release 2006/04/20 : CIA-RDP82-00457R011200060003-2 25X1
COUNTRY Germany (Soviet Zone) SECURITY INFORMATION REPORT NO. [REDACTED]
TOPIC Laerz Airfield
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[REDACTED]
[REDACTED] DATE PREPARED 20 February 1952
PAGES 2 ENCLOSURES (NO. & TYPE)
REMARKS
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- [REDACTED] 25X1
- [REDACTED]
1. On 18 January 1952 at Laerz airfield, [REDACTED] a MIG-15 [REDACTED] 25X1
[REDACTED] approached an air sleeve towed by a twin-engine plane from the side with-
out firing at it. The MIG-15s which were observed flying disappeared several
times in the clouds. When these planes had landed again and were parked at
the take-off point a truck towed five small two-wheel carts to the parking
site. Two men pushed a cart to each of the planes and connected them with a
cable attached to the cart. After 5 to 10 minutes the engines of the planes
started running. Thereupon a small motor vehicle carrying two tanks which
were apparently filled with compressed air, approached the planes. A hose
was laid from one of the bottles into the fuselage of the plane. The same
procedure was observed before each take-off of the plane. The planes also
refueled after each landing. For this purpose a tank truck pulled up at the
left side of the plane, and a hose was inserted into an opening on the upper
side of the wing.
2. Auxiliary fuel tanks were observed for the first time on 9 January. These
tanks were painted darker than the aircraft, had a diameter of about 50 cm
and projected about 10 cm beyond the leading edges of the plane. The auxiliary
fuel tanks were fitted just outboard of the landing gear. No jettisoning of
fuel tanks was observed. (1)
3. On 9 January, three railroad tank cars arrived at the field, while on 17
January two railroad tank cars arrived. On both days, two tank trucks continuous-
ly hauled fuel from these railroad tank cars to a newly established section
of the fuel dump. This section borders on the old fuel dump to the north
and covers an area 150 meters square. It borders on the edge of a woods to
the west. Twenty-one tanks including 3 with a capacity of about 20,000 liters,
6 with a capacity of 10,000 to 12,000 liters and 12 with one of 2,000 to 6,000
liters were counted. Two other upright tanks which extended about 2 meters
above ground were also seen. Tank trucks were not observed refueling at the 25X1
fuel dump. (2)

4. [REDACTED]

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5. The short runway terminates directly west of Hill 78 near kilometer marker 7.4 on the road north of the field. (4)

6. On 16 January a railroad tank car arrived at the field. On 23 and 25 January, three and five tank cars respectively were parked on the sour track. (5)

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7. On 14 January, work on the construction of a fence around the field was resumed. Poles were being set at the eastern edge of the field. On the same day the commandant of the Rechlin restricted area, a Soviet major, appeared at the field and, except for four workers of the Kech agency in Rechlin, discharged all airfield laborers because he was dissatisfied with the work done by them. By 24 January, poles had been set from the eastern edge of the runway as far as the canal. On 21 January, a roadblock guarded by a soldier from the Rechlin restricted area was observed for the first time about 300 meters north of the Ellerholz railroad station.

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Comments.

- (1) The existence of two types of auxiliary fuel tanks for MiG-15 aircraft. However, it is possible that one version

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of these alleged auxiliary fuel tanks may refer to bombs. MiG-15s were allegedly employed as fighter bombers during a maneuver of the Soviet Army in the Dessau area in the summer of 1951. It is, therefore, possible that bombing practice has been conducted for some time at the gunnery range near the fighter airfields and that these practices were not observed by our ground sources who observe these ranges only sporadically.

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- (2) The fuel dump is in the wooded area bordering the field to the southeast.

The enlargement of this dump was reported previously. If the data are correct the storage capacity of the dump has been increased

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considerably.

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- (4) For location of Hill 78, see map CGSGS 4414, Sheet No 2642. The short runway is the northwest-southeast runway. The pinpoint location of the eastern end of the main east-west runway was previously reported

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- (5) The data on the arrival of railroad tank cars on the two days reported agree with information furnished

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